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22

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

At Christ Church, Sharnbrook, by the Rev. G. A. Bunnell, on Monday, 6th January, ELLEN MARY, daughter of the Rev. Canon Martin, of Stockton-on-Tees, to NORMAN, son of A. S. LESLIE, Esq., of Brisbane, Queensland, Australia.

[166]

HONGKONG OFFICE: 10A, DES VEXES ROAD.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 8th, 1913.

It is not a little astonishing to learn that President TAFT has expressed a view unfavourable to a reference of the Panama Canal dispute to The Hague Tribunal for settlement, because "the anti-American moral pressure on the Tribunal would be so enormous, as all Europe is interested in the tolls question." We are reminded by this of the comments made some years ago in the Japanese Press when the much-discussed House Tax question in the old foreign settlements was referred to The Hague Tribunal and decided against Japan. Similar innuendoes to those with which PRESIDENT TAFT is credited with expressing were then freely made. The "moral pressure" of Europe, it was said in effect, was so enormous that any other verdict than one advantageous to Asiatic interests could scarcely be expected. In that particular case the Tribunal was composed of three eminent jurists, one being a Japanese, and the Court decided against Japan's contention by a majority, the dissenting Judge being the Japanese. In the event of the Panama Tolls question being referred to The Hague, we suppose the Tribunal would be constituted of one British jurist, one American and one representative of a

neutral Power, and for President TAFT, once the Chief Judge of the Supreme Court of the United States, and hitherto regarded as a staunch believer in The Hague Tribunal, to be now revealed as one doubting their absolute impartiality is, to say the least, somewhat startling, and is a blow to the hopes of men who dream of the establishment of an International Court at The Hague on which the Powers of the entire world would rely with confidence for an impartial judgment upon the disputes referred to it for authoritative settlement. It is not at all obvious that the sort of Court President TAFT suggests for the arbitration of the Panama dispute—namely, an equal number of American and British citizens—would be free from the objections the PRESIDENT is stated to have advanced against The Hague Tribunal. A month ago it was reported that President TAFT hoped that Mr. KNOX and Mr. BAYNE would be able to negotiate a happy adjustment before Dr. Woodrow WILSON entered the White House and the British Ambassador returned home; but President TAFT seems to have taken up a stand in his diplomatic communications and public speeches that makes "happy adjustment" by such negotiations absolutely hopeless. It now appears to be recognised by the PRESIDENT that the only way to a settlement is by the acceptance of judgment pronounced by some arbitration tribunal. Briefly stated, the American argument is that (1) Britain is interpreting the HAY-PAUNCEFOTE Treaty as if that instrument had not superseded the CLAYTON-BULWER Treaty; (2) The acquisition of the Panama strip places the canal built by American capital absolutely on American territory, and puts a new phase on the construction of the treaty; and (3) England has the right to remit her merchant vessels every shilling charged for the passage of the canal, and that is all the United States proposes to do for American ships. Mr. TAFT and Mr. ROOSEVELT are in agreement on the subject, but SENATOR ROOT, Secretary of State under Mr. ROOSEVELT, strongly supports the British contention that the United States is treaty-bound to open the canal on equal terms to the vessels of all nations, including and not excluding herself. Sir EDWARD GREY in answering the American case says that the case cannot be put more clearly than it was put by Mr. HAY, who, as Secretary of State, negotiated the HAY-PAUNCEFOTE Treaty, in the account of the negotiations which he sent to the Senate Committee on Foreign Relations (Senate Document No. 740, 61st Congress, 3rd Session):—"These rules are adopted in the treaty with Great Britain as a consideration for getting rid of the CLAYTON-BULWER Treaty." Sir EDWARD remarks that if the rules set out in the HAY-PAUNCEFOTE Treaty secure to Great Britain no more than most favoured-nation treatment, the value of the consideration given for superseding the CLAYTON-BULWER Treaty is not apparent to His Majesty's Government. Nor is it easy to see in what way the principle of Article 8 of the CLAYTON-BULWER Treaty, which provides for equal treatment of British and United States ships, has been maintained. To the argument that the words "all nations" cannot include the United States because, if the United States were at war it is impossible to believe that the country could be intended to be debarr'd by the treaty from using its own territory for re-arming its warships or landing troops, Sir EDWARD GREY replies that

The Hay-Pauncefote Treaty of 1901 aimed at carrying out the principle of the neutralization of the Panama Canal by subjecting it to the same regime as the Suez Canal. Rules 3, 4 and 5 of Article 3 of the treaty are taken almost textually from Articles 4, 5, and 6 of the Suez Canal Convention of 1888. At the date of the signature of the Hay-Pauncefote Treaty the territory on which the Isthmian Canal was to be constructed did not belong to the United States, consequently there was no need to insert in the draft treaty provisions corresponding to those in Articles 10 and 13 of the Suez Canal Convention, which preserve the sovereign rights of Turkey and of Egypt, and stipulate that Article 4 and 5 shall not affect the right of Turkey, as the local sovereign, and of Egypt within the measure of her autonomy, to take such measures as may be necessary for securing the defence of Egypt and the maintenance of public order and, in the case of Turkey, the defence of her possessions on the Red Sea.

Now that the United States has become the practical sovereign of the Canal the British Government do not question its title to exercise belligerent rights for its protection. Other arguments are advanced to emphasize the conclusion that any system by which particular vessels or classes of vessels were exempted from the payment of tolls would not comply with the stipulations of the treaty that the Canal should be open on terms of entire equality and that the charges should be just and equitable. Sir EDWARD GREY, in a dispatch published last month, said His Majesty's Government feel convinced that they may look with confidence to the Government of the United States to ensure that, in promoting the interests of

United States shipping, nothing will be done to impair the safeguards guaranteed to British shipping by Treaty. It would seem that the only possible way out of the difficulty is by acceptance of the judgment of an arbitration tribunal on the points at issue, and, when once a Court is constituted to the satisfaction of both parties, the acceptance of its judgment will follow as a matter of course.

A new gambling game was mentioned at the Magistracy yesterday, the name being "Half-past-ten." It was stated that it was played like dominoes, the holder of a court card gaining half a point.

The hearing of the charge against a Chinese of murdering an Indian fireman at Pokfulam has been fixed for January 10th before Mr. Hazeland. The Crown Solicitor will prosecute, and Mr. Faithfull will appear for the defence.

Eighteen men appeared before Mr. Hazeland yesterday charged with gambling in a house in Queen's Road West. Mr. Leó d'Almada appeared for the defence, and applied for a remand, which was granted.

Twenty-one men were charged with using No. 17, Centre Street as an opium divan. Inspector Dymond informed his Worship that the men were of a better class than usually found at such places, and the house was conducted more like the old first-class divans. The first defendant (the keeper) was fined \$250 or three months' hard labour, the second defendant \$100 or two months' hard labour, and the remainder \$3 each or seven days' imprisonment.

Yesterday, at the Marine Court a seaman on the *Empress of India*, named McGrath, was charged with being absent without leave. It was stated that defendant behaved insolently to the first mate, and then complained of being unwell. He was sent to the doctor, who said there was nothing wrong with him, and that he was fit for work. He was refused permission to go ashore, but went. Defendant, alleged that he was not properly treated on board. The petty officers, especially the boatswain, treated the men like dogs. He was ordered to forfeit eight days' pay, and was sentenced to ten weeks' hard labour.

Joseph Benham, second engineer of the s.s. *Rubi*, and Victor Manales, second officer of the same ship, were charged before Mr. Melbourne yesterday with having in their possession at Hunghom 153 tads of prepared opium without a certificate, and also with exporting the opium to a prohibited country, namely, the Philippine Islands. Defendants admitted possession but denied exportation. Inspector O'Sullivan accepted the plea, and withdrew the second charge. Revenue Officer Widen said the defendants were under observation from 7 o'clock in the evening. They were seen to enter an hotel and the opium was taken into them by a Chinese. The defendants left the hotel about 11 p.m., and were followed to Tsim Tsa Tsui, whence they took rickshas to Hunghom. Inspector O'Sullivan spoke to seeing the defendants in rickshas at Hunghom, and on the wharf he arrested them. There were no previous convictions against the men. His Worship imposed a fine of \$500 on each man, the alternative being three months' imprisonment. The opium was ordered to be sent to the Opium Farmer.

CHESS.

An Inter-Club Challenge Shield has been presented by Mr. H. E. Pollock, K.C., to be won three years in succession. Each team to consist of 5 men, and each player to play his opponent two games. The score is one for a win and a half for a draw. The result of six games played on Monday are: H.K. Chess Club won 4; Club Lusitano won 2. Four more games to be played.

The Y.M.C.A. meet the H.K. Chess Club on Thursday, the 9th, at 5.15 p.m.

END OF CANTON DIFFERENCES.

AN AMICABLE SETTLEMENT.

A dispatch through Reuter's Agency says that communications between the Canton Government and the British Consul General will be resumed again shortly. The Peking Ministry of Foreign Affairs and Sir John Jordan, the British Minister in Peking, having amicably settled the difference between the Canton Government and the British Consul, which was caused by the latter ignoring the local authorities on the ground that the Chinese Republic was not recognised, and by the refusal of the Governor at Canton to communicate with the British Consul General, except through the Commissioner for Foreign Affairs, whom the Consul General charged with using discourteous language when demanding the surrender from the British Leased Territory, the Shamen, of a Chinese to the Canton police.

THE CHEUNG CHAU PIRACY.

At the Magistracy yesterday Mr. Hazeland heard further evidence in the case in which a Chinese and two women are charged with being concerned in the piratical attack upon Cheung Chau police station in August last.

A sergeant-interpreter at the Cheung Chau Police Station said he was lying in his hammock when he heard a great noise in the Police Station. On turning round he saw over ten men in the station. An Indian constable was standing at the entrance and some of the men fired at him. Witness became frightened and at once jumped down from the hammock and then into the water. Before he jumped witness saw some of the men go towards the pier, and then into a boat to two ferry launches. Witness then heard a sound like hammering in the charge-room. This lasted for about 40 minutes, witness being hidden amongst the beams at the pier the whole time. The robbers then went into the main street, and when witness went up to the pier later they had gone. He saw two Indian constables lying dead in the street and another on the pier, which was in close proximity to the Police Station. He could not identify the defendants.

P. S. Boulger, sergeant in charge of the Police Station, said he was asleep in his manhood, which was at the top of the hill, about 300 yards from the station, when he was awakened by someone shouting, and a station coolie came up to him. He was informed that the station was full of robbers, and on going there he found that the door was broken. There were no robbers in the charge-room, but witness found that all the arms and ammunition which belonged to the Government were missing. Witness now identified certain revolvers and carbines produced as similar to those which were in the Police Station. On going out witness saw a ferry launch moving from her moorings and he went along the foreshore in that direction, and approached to within 30 yards of the pier. He then got on top of a house and opened fire, which the robbers subsequently returned. Witness changed his position to another roof and again opened fire. There was a lot of shouting on the pier, and he saw 30 or 40 men boarding the launch. A brisk fire was kept up from the launch until it left the Harbour, when witness returned to the Station and found two Chinese lying dead.

Inspector Watt gave evidence to receiving the defendants from the Macao authorities, and to finding the various properties on a junk, a photograph of which was produced.

The hearing was further adjourned to today.

A CLEVER PHOTOGRAPHIC DEVICE.

A very important American invention has just been placed on the market which makes a strong appeal to every man of small means who desires to have an independent business of his own but lacks ready money. This invention is a most remarkably clever photographic device. By its use you can develop plates right out in the open air, in the very twinkling of an eye, and the camera is so arranged that you can take pictures at the rate of 100 an hour—each one finished and developed complete and—in less than a minute—ready to deliver to the purchaser. Seven entirely different styles of pictures can be made with this remarkable machine. One of them is a round button plate which, when mounted in a gilt frame, can be stuck in the coat lapel, and which are popular all over the world. Then, there are four different styles of tintype pictures. A few years ago, the demand for tintype pictures was practically dead, but, this new process which enables photographers to immediately deliver photographs in the open air, has restored them to popularity, and there is an enormous demand for them at the present time. The most popular picture brought out by this new process, however, is the new post card, developed in exactly the same way as the tints, and the sales on this one feature alone, we are informed, run up into the thousands a year.

Remarkable statements come in from America as to the sums of money that are made by operators of this outfit. The manufacturer has a letter from a Chicago operator, who earned \$770 clear profit in eleven months. This same manufacturer has hundreds of letters, proving earnings of from \$5 to \$12 a week. A great many operators do not follow this business as a profession, but simply take advantage of the fairs, conventions, and gatherings of all kinds, and almost always clean up from \$5 to \$10 in a single day at this sort of an affair. This is a proposition that the inventors say will stand the strictest investigation, and should appeal to people in every part of the world. An advertisement respecting this invention will be found in another column.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

IMPROVED PEACE PROSPECTS.

The conferences among Ambassadors and diplomats in London on Saturday and Sunday have apparently had the effect of inducing a calmer frame of mind all round. The Turks on Monday were to propose new concessions, and the negotiations will continue. Both Turkey and the Allies equally appreciate the fact which the Powers have emphatically urged upon them that the resumption of hostilities will entail the most dangerous complications. The Powers will not intervene until Adrianople surrenders, which is expected at the outside in ten days. It is believed that the Turkish Government is desirous of relieving itself of responsibility by yielding perforce to united Europe.

NEW TURKISH PROPOSALS.

The Conference sat for an hour on Monday and adjourned.

The Turks presented proposals for certain cessions of territory northward of Adrianople, but excluding the city, also undertaking to renounce rights to Crete, provided no other islands are demanded.

The Allies' Delegates thereupon consulted and drafted a resolution resolving that since the Turks had not replied satisfactorily to their last proposals to suspend the labours of the Conference.

Subsequently a general conversation took place, during which it was explained that a rupture was not intended, but there would be a suspension until a more satisfactory reply and one more consistent with the terms of the Allies was received. The Turks left perturbed and excited. The Allies state that there would certainly have been a rupture but for the advice of the Powers.

The delegates of the Allies are of opinion that an adjournment over the Orthodox Christmas will afford the Turks time to consider and submit more acceptable proposals at the next meeting, which will be held on Friday, and possibly on Thursday. In the meantime it is possible for private negotiations to be resumed between the delegates on both sides.

PANAMA CANAL TOLLS.

PRESIDENT TAFT'S VIEWS.

LONDON, January 7th.
A message from Washington states that it has now transpired that President Taft does not favour the Panama Canal tolls question with Great Britain being submitted to The Hague, but rather to a special board composed of an equal number of American and British citizens. It is stated that he expressed the view that at The Hague the anti-American moral pressure on the tribunal would be enormous as all Europe is interested in the tolls question.

FOOD TAXES IN BRITAIN.

LONDON, January 7th.

The Conservatives are giving prominence to the idea of Sir Joseph Lawrence to grant a bounty of two shillings per quarter on colonial wheat instead of taxing foreign wheat and also a bounty for the home producer. The money for this would be found by the taxation of foreign manufactures, and thus both workers and agriculturists would be benefited. The scheme is at present being viewed very favourably, though time is being asked to consider the details, especially from the financial point of view.

The *Times* says that the rank and file of the Unionists at Westminster are relieving with a sigh of relief that they are now almost solid against the food tax. It is understood that the preponderating view was communicated to Mr. Bonar Law yesterday. Naturally some of the leaders feel that they are in a rather difficult position. There is, however, every sympathy with the food tax stalwarts, who will be given every possible accommodation.

THE TANJONG PAGAR CASE.

LONDON, January 7th.

The *Times* announces that a settlement has been arrived at between Sir John Aird and the Tanjong Pagar Dock Board.

[THROUGH REUTER'S AGENCY.]

PORTUGUESE POLITICS.

LONDON, January 7th.

A message from Lisbon says that Senhor Duarte Leite, the retiring Premier, says the Cabinet resigned because the situation which called it into being, viz., the fear of disturbances arising from the Royalist invasion, had now disappeared.

GREAT BRITAIN AND TIBET.

LONDON, January 7th.

The *Times*, discussing the Chinese action in Tibet, says that Yuma Shih-Kai and his advisers think that Great Britain will not face another Lhasa expedition. They make a miscalculation. Britain will certainly not tolerate any further violation of Treaty rights, and the best way of terminating for ever Chinese attempts to re-assert sovereignty over Tibet is to send a British representative to Lhasa. Great Britain is in a false position when stress is laid on our right to maintain independent relations with Tibet while all communications go to Lhasa via Peking.

THE CHINESE OPIUM AGREEMENT.

LONDON, January 7th.

At question time in the House of Commons, Mr. F. D. Acland said the Government did not intend to terminate the Opium Agreement of 1911. The Government of India had taken steps to suspend the sales of certified opium.

FRENCH GOVERNMENT PROTESTS.

A message from Calcutta says it is understood that the French Government on behalf of Indo-China and the Siam Government are protesting against the Indian Government's policy of restricting opium exports on the ground that they will lose heavily on customs duty.

SMASHING THE TRUSTS.

LONDON, January 7th.

A correspondent at Washington telegraphs that the Supreme Court has now delivered judgment in connection with the cotton cornering case, the effect of which is to make cornering on change illegal. It is regarded as being the most far-reaching application of the Trust Law up to the present.

The Hon. Mr. Wickham, the Attorney-General, thinks that it will solve the problem of the high cost of living, as the Government are empowered to break up any corner in food stuffs.

ENGLISH MINERS' WAGES ADVANCED.

LONDON, January 7th.

Owing to the increased price in the output of coal, the Conciliation Board for the English area has granted the miners an advance of five per cent., bringing up the wages to the 1908 point, which is the highest on record.

SIR SIDNEY OLIVER'S APPOINTMENT.

LONDON, January 7th.

Sir Sidney Oliver, the Governor of Jamaica, whose name was mentioned as the new Governor of Ceylon, has been appointed Permanent Secretary to the Board of Agriculture.

THE HOME RULE BILL.

LONDON, January 7th.

The *Daily Telegraph* says that it is believed that the Duke of Devonshire will move the rejection of the Home Rule Bill in the House of Lords.

FRENCH NAVAL DISASTER.

LONDON, January 7th.

A message from Toulon says that eight men were killed by the explosion of a steam pipe in the engine room of the French battleship *Marseilla*.

LORD HARDINGE'S CONDITION.

LONDON, January 7th.

Reuter's correspondent at Delhi telegraphs that Lord Hardinge is improving. His wounds continue to heal, and he hopes to preside at the opening of the Legislative Council on the 27th inst.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12.

Telegraphic Address: PRAZES.

Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

ENDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 8th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th January, 1913. [14]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship

"CAPRI."

having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 14th inst. at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1913. [3]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"CORLENZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th Jan. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th Jan. at 9.30 a.m.

All Claims must reach us before the 21st Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 7th January, 1913. [4]

NOTICE.

ATTENTION is drawn to the fact that, under the Army Act, a Soldier cannot be placed under stoppages of pay for a Private Debt. Tradesmen and others who suffer Soldiers to Contract Debts do so at their own Risk.

R. S. STEWART, Major, D. A. A. and Q. M. G., China.

Hongkong, 2nd January, 1913. [15]

FAST STEAMER FOR SALE.

A NEWLY CONSTRUCTED SINGLE SCREW WOODEN STEAMER, "KWONG HING," for Sale; Built of the Very Best Materials and Workmanship with a Speed of Twelve Knots per Hour.

Length overall 9 ft. Breadth extreme 16 ft.

Depth of Hold 9 ft. Length of Bridge Deck 20 ft. Fitted with a set of Compound Surface Condensing Marine Engines of 12" and 24" with a stroke of 17", and a Mild Steel Return Tubular Boiler 8' 6" by 9" with 125 lbs. W.P. per sq. in. Coal Consumption about 530 lbs. per hour, with all Piping Cocks, Valves, Sea Connections and Donkey Pump to complete.

Board of Trade Certificate to be supplied. She can be inspected at any time, laying out of Praya East. Price moderate. For full particulars apply to

KWONG FAT, Shipchangers, Wing Lok Street, TONG SING & Co., Engineers, Queen's Road East.

Hongkong, 3rd January, 1913. [154]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NOTICES OF FIRMS

NOTICE.

WE HAVE admitted Mr. JOHN SCOTT HARSTON a Partner in our Firm, which, as from This Date, will be carried on under the name of DEACON, LOOKER, DEACON & HARSTON. DEACON, LOOKER & DEACON. Hongkong, 1st January, 1913. [138]

NOTICE.

MR. WILLIAM LAUGHTON LEASK has This Day been admitted as a Partner in our Firm. LEIGH & ORANGE. Civil Engineers, Architects and Surveyors. Hongkong, 1st January, 1913. [141]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. JOHN SOMERVILLE DOBLE has joined me in Partnership in My Business of a SHARE and GENERAL BROKER as from the 1st January, 1913, which Business will as heretofore, be carried on under the name of VERNON & SMITH. FRANK SMYTH. Dated the 31st December, 1912. [140]

NOTICE OF PARTNERSHIP.

THIS is to Give Notice that Mr. FREDERICK CHARLES MASON HURLEY and Mr. EDUARDO JOSE DE FIGUEIREDO have been admitted Partners in our Firm from This Date. HUGHES & HOUGH. Hongkong, 1st January, 1913. [142]

NOTICE.

THE Business of the Firm of ATAKA & Co., in Hongkong having been acquired by Messrs. SUZUKI & Co. of Kobe, such Business will heretofore be carried on under the style of SUZUKI & Co., at the same Premises, and under the same Management in Hongkong, as heretofore. All Engagements made by the Firm of ATAKA & Co. will be fulfilled by the new Firm of SUZUKI & Co. TEIZO YAMADA, Manager. Hongkong, 1st January, 1913. [143]

NOTICE.

THE Interest and Responsibility of the Late JOHN GREGORY CRASSED as from the 31st December, 1903, and that of the Late CHANG FEE SHUN on the 31st December, 1912. HIMLY & Co. Hongkong, 1st January, 1913. [144]

NOTICE.

OUR PATRONS and the GENERAL PUBLIC ARE HEREBY NOTIFIED that from This Day forth no receipt will be valid except it is Chopped with our Chop and Signed by 陳勵予 (CHAN LAI YU). HONG CHEONG & Co., Tailors and Outfitters. 60, Queen's Road Central. Hongkong, 4th January, 1913. [159]

WANTED

GERMAN LESSONS Required Once a Week, 11 hours.

Apply— "A. F. M." Care of "Daily Press" Office. Hongkong, 7th January, 1913. [163]

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the PEAK or Higher Levels.

Apply— "SCENIC," Care of "Daily Press" Office. Hongkong, 11th December, 1912.

WANTED IMMEDIATELY.

BY German Firm, perfect BOOKKEEPER (German), with experience in the East and all references. Good Salary.

Apply— "BOOKKEEPER," Care of "Daily Press" Office. Hongkong, 14th December, 1912. [1414]

WANTED IMMEDIATELY.

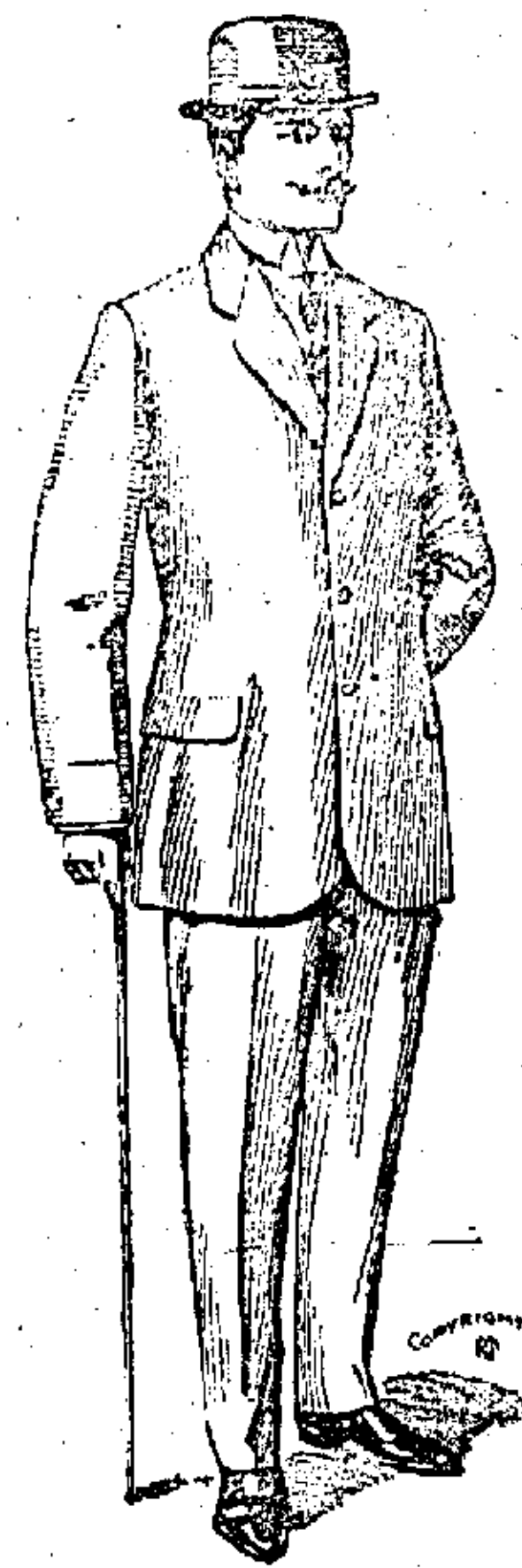
3 FURNISHED ROOMS, Centrally located.

Stats terms to— TENANT, Care of "Daily Press" Office. Hongkong, 3rd January, 1913. [152]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).



HIGH-CLASS GENT'S TAILORING

NEW MATERIALS

FOR THE SEASON.

SCOTCH TWEEDS

SERGES, HOMESPUNS,

ETC., ETC.

MODERATE PRICES.

BEST WORKMANSHIP

LATEST STYLES

A CORRECT FIT.

READY TO WEAR

BURBERRY RAINCOATS.

JAEGER WAISTCOATS.

WALK-OVER BOOTS and SHOES.

LANE, CRAWFORD & CO.

[146]

INTIMATIONS

HONGKONG FOOTBALL CHALLENGE SHIELD.

ENTRIES for the above Competition will close on MONDAY, 13th inst.

A MEETING will be held that Evening in the Y.M.C.A. Rooms, at 5.30 p.m., to make all necessary arrangements.

Each Team entered is invited to send a Representative.

A. HAMILTON, Hon. Secretary.

Hongkong, 7th January, 1913. [162]

SOCIETE DES PULPES ET PAPIERES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an EXTRA-ORDINARY GENERAL MEETING to be held at the Offices of the Company, No. 21, rue Jules Ferry, Haiphong, on SATURDAY, the 18th January, 1913.

By Order of the Board, T. F. HOUGH, Director.

Hongkong, 24th December, 1912. [1456]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East.

New School-House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster, HERBERT L. BEER, L.C.P. [1085]

CHEAP SALE.

WE Beg to offer our Stock of GOLD and SILVERWARES, SILK GRASS-CLOTH, etc., at a Great Reduction Sale.

Do not Miss this opportunity. Inspection cordially invited.

ON WO & Co., No. 37, Queen's Road Central.

Hongkong, 25th November, 1912. [1360]

GERMAN SAUSAGES.

WE have secured the services of an expert German Sausage Maker and are now able to supply our patrons and the public with DELICIOUS, WHOLE-SOME and CLEAN GERMAN SAUSAGES made on our own premises.

THE DAIRY FARM CO., LTD.

[28]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building) Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

POSTAGE STAMP CATALOGUES FOR 1913.

[134]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,250,000
PAID UP ... £625,000
RESERVE FUND ... £365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, etc.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BRANCHES: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Clients.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 14th September, 1912. [909]

THE CHARTERED BANK OF INDIA

—AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE HANDELSBANK.

NEDERLANDSCH-INDISCHE COMMERCIAL BANK.

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,800,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGONS BANK, SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.

6 months 3% do.

3 months 2% do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 7th August, 1912. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL, Yen 40,000,000.

PAID-UP CAPITAL, Yen 30,000,000.

RESERVE FUND, Yen 17,550,000.

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Nagasaki, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 13th November, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000

RESERVE FUNDS— Sterling ... £1,500,000 at 2% = £15,000,000

SILVER ... £17,000,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS.

E. H. ARMSTRONG, Esq., Chairman.

S. H. LEE, Esq., Deputy Chairman.

G. S. GUBBAY, Esq., J. A. PLUMMER, Esq., Hon. Mr. C. H. ROSE, G. H. LAURENCE, Esq., H. A. SIEB, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHENS.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 28th November, 1912. [13]

ENTERTAINMENTS

THEATRE ROYAL.

RETURN VISIT OF THE EMINENT ACTOR

ALLAN WILKIE

AND FULL LONDON CO.

INCLUDING THE TALENTED ACTRESS,

MISS FREDISWYDE HUNTER-WATTS.

TO-NIGHT! TO-NIGHT! CANDIDA.

THURSDAY, 9th JAN.—THE LIARS.

FRIDAY, 10th JAN.—MRS. WARREN'S PROFESSION.

SATURDAY, 11th JAN.—MATINEE at 3 P.M.—TWELFTH NIGHT.

EVENING—SCHOOL FOR SCANDAL.

MONDAY, 13th JAN.—SALOME.

TUESDAY, 14th JAN.—TAMING OF THE SHREW.

WEDNESDAY, 15th JAN.—SECOND MRS. TANQUERAY.

THURSDAY, 16th JAN.—THE CARDINAL.

FRIDAY, 17th JAN.—George Du Maurier's Great Play, TRILBY.

Curtain at 9.15 P.M.

PRICES: \$3.50, \$3, \$2 and \$1.

Booking at MOUTRIE'S.

Hongkong, 3rd January, 1913. [1451]

BIJOU

9.15 P.M.—TO-NIGHT—9.15 P.M.

ALL NEW PICTURES.

TWO SETS OF KEYS (Comic by PRINCE).

A GENEROUS HEARTED WOMAN (Drama).

THE BARBER'S WIFE (Comic).

A HELPING HAND (A DAY OFF).

Local Booksellers

BY MARY NEAL.



Донского Ноты.

STRANGERS

PASSENGERS

ARRIVED.

Per *Loonyang*, from Manila, Mr. Hummer.

Per *Vorwaerts*, from Singapore, Mr. and Mrs. Holbert.

Per *Sado Maru*, from Shanghai, etc., Miss B. Marin, Miss L. Bennet, Mrs. L. Lingier, Mr. and Mrs. D. Goepel and Mr. S. A. Harvey.

Per *Pookang*, from Singapore, Mr. and Mrs. W. Manchip, Mr. and Mrs. W. S. Brown, Mr. W. Okeden, Mr. A. Benfield and Dr. Burg.

Per *Atsiet*, for Hongkong, from Yokohama, Mr. J. Klaffelm, Miss Anna Schiel, Mr. and Mrs. C. R. Schiel; from Kobe, Mr. J. Ursemall; from Shanghai, Mr. W. F. Dyer and family, Mr. A. Michie, Mr. A. Zickermann and servant, Mr. Wismeier, Mr. Follwig, Mr. Morse, Capt. H. R. Movessall, Mr. C. E. Garner and servant, Mr. R. G. Whiteley, Mrs. Kuhns, Mr. A. Kopp and servant, Mr. Bang, Mr. H. L. Leger, Mr. J. Connell, Mr. E. S. Bull, Mr. J. E. Raymond, Mr. E. Josenhans and Mr. Joeskovitch.

Per *Coblentz*, for Hongkong, from Sydney, etc., Lieut. L. Cohn, Mr. Schmaus, Mr. Schulz, Mr. Gunther, Misses L. and T. O. Keefe, Mrs. Scott, Mr. and Mrs. R. O. Pyfe, Mr. Harry Gibbs, Mrs. Lyonbarty, Mr. and Mrs. W. E. Harnett, Mr. L. Goodrich, Mr. and Mrs. H. M. Cowan, Mr. and Mrs. E. V. Bishop, Capt. and Mrs. Clark, Mr. N. Witt, Mr. A. Allan, Dr. W. H. Lallely, Mr. Fries and family, Mr. Muller, Mr. Luhr and Mr. Gennholz.

DEPARTED.

Per *Rubi*, for Manila, Mr. and Mrs. O. H. Klinefelter and 2 children, Miss J. J. Kenny, Miss M. A. Rebhol, Mr. F. Bailey, Mr. L. E. Holden, Mrs. H. Aggas, Mr. Hunter Watts, Mr. A. Davis, Mr. E. Josenhans, Mr. J. J. McAulay, Master J. Velarde, Mr. C. W. Hudson, Mr. C. J. Williamson; for Cebu, Mr. and Mrs. R. D. Wilks.

KING EDWARD HOTEL.

Mr. T. Aoki	Mr & Mrs Lemaire
M & Mrs Baldwin	Mr Lou
My & Mrs Brind and	Mr G. H. May
children	Miss Massey
Mrs Bliss and child	Mr J. S. J. H.
Mr & Mrs Crawford	Moody
Mr W. Donaldson	Mr M. F. Murray
Mr Evans	Capt & Mrs Passmore
Mrs Evans and child	Mr & Mrs Pearmann
Mr E. E. Garard	Mr Rowley
Mr Geo. Grumble	Miss P. Saunders
Mr & Mrs J. E.	Mr & Mrs Schenk
Hansen	Dr Sibree
Mr & Mrs F. E.	Mr H. S. Spurge
McHugh	Mrs A. G. Smith
Mr R. M. Henderson	Capt & Mrs Allan J.
Mr H. Hamor	Stewart and chil-
Mr F. H. H. Rde	ren
Mr & Mrs Kemp	Mr H. H. Taylor
Mr & Mrs Kraft	Mr Vernon
Mr & Mrs C. Lauritsen	Mr Welker

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
"ORFEDIC"	On 15th Jan.
"OCKLEY"	to follow.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
 Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
 JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
 Operated by Steamers of the
 AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
 STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
 MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.
 Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
 PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of February.

And regularly thereafter.
 For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
 MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 21st Jan. Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
 MANAGING AGENTS. 138-39-40

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMER	TONS	COMFORT.	SAFETY.	SPEED.
MONGOLIA	27,000 tons, twin screws.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.		
MANCHURIA	27,000 tons, twin screws.			
KOREA	18,000 tons, twin screws.			
SIBERIA	18,000 tons, twin screws.			
NILE	11,000 tons.			
CHINA	10,700 tons.			
PERFECT	9,000 tons.			

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including 1st and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	Starting
MONGOLIA	27,000	THURSDAY, 9th Jan., at 1 P.M.
PERSIA	27,000	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,700	TUESDAY, 25th Feb., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.

* INTERMEDIATE STEAMERS.
 Passengers holding through Tickets have the privilege of travelling by Train between Kobe and YOKOHAMA, Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	From Manila	Due Hongkong
25th Feb.	27th Feb.	21st Feb.	MANCHURIA	23rd Feb.
18th Mar.	20th Mar.	8th Mar.	NILE	10th Mar.
15th Apr.	17th Apr.	15th Mar.	MONGOLIA	18th Mar.
13th May	15th May	5th Apr.	PERSIA	7th Apr.
3rd June	5th June	13th Apr.	KOREA	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
FRED J. HALTON, AGENT.
 Panama-Pacific International Exposition—San Francisco—1915

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
 HONGKONG TO CANTON. CANTON TO HONGKONG.
 WEDNESDAY, 8th JANUARY, 1913.
 8 a.m. "HONAM." 8 a.m. "KINSHAN."
 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

THURSDAY, 9th JANUARY, 1913.
 8 a.m. "FATSHAN." 8 a.m. "HONAM."
 10 p.m. "HONAM." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.
 S.S. "SUI TAT," Tons 1651. S.S. "SUI AN," Tons 1651.
 HONGKONG TO MACAO.
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th JANUARY, 1913.
 The Company's Steamship "SUI AN"
 Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
 N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE.
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
 S.S. "ROEBER," 9,900 tons, will leave as above on 19th Jan., at 5 p.m.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.
 Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at 11 p.m.
 Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
 Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, POME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.
 S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.
 S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.
 to YOKOHAMA, KOBE via SHANGHAI.
 S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
 S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
 Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD-TICKETS ARE ISSUED.
 CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
 Hongkong, 4th January, 1913. Princes' Building.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 DESTINATION STEAMERS TONS DATE OF SAILING.
 COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.
 BALIC PORTS ... " ... Telephone No. 171.
 For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
 YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
 S.S. TENYO MARU ... 21,000 tons.
 S.S. CHIO MARU ... 21,000 tons.
 S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)
 HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Singing Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
 Through Standard Sleepers.
 Through Tourist's Sleepers.
 Dining Cars—Observation Cars.
 Electric Lights—Electric Fans.
 New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
 When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT,
 17, MAIN STREET, YOKOHAMA.
 AND KING'S BUILDING, HONGKONG

JAVA-CHINA JAPAN LIJN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TYMAHI	JAVA	First half of January.	JAPAN	First half of January.
TYPANAS	JAPAN	First half of January.	JAVA	First half of January.
TYIKINI	SHANGHAI	First half of January.	JAVA	First half of January.
TYIBODAS	JAVA	Second half of January.	SHANGHAI	Second half of January.
TYITAROEM	JAPAN	Second half of January.	JAVA	Second half of January.
TYILWONG	JAVA	Second half of January.	JAPAN	Second half of January.
TYILATJAP	JAVA	Second half of January.	JAPAN	Second half of January.
TYIMANOEK	JAVA	First half of February.	JAPAN	First half of February.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 375.
 York Buildings, 1st Floor.
 Hongkong, 6th January, 1913.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 16th Jan., 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 25th Jan., 4 p.m.

PHILIPPINES CARNIVAL, FEB. 1st to 9th, 1913.
 For Sailing on January 25th, Special Reduced Rate, HONGKONG-MANILA and Return, \$50.00. Return Tickets are Available for One Month from date of issue.
 No Poll Tax.
 For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO. 110
 Hongkong, 8th January, 1913.

BRITISH INDIA S. N. CO., LTD.**A PCAR LINE.**

REGULAR SERVICE BETWEEN
 CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. D. Macduffy, will be despatched to SHANGHAI, KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 17th Jan.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 8th Jan., at 3 p.m.
 S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched, as above on 21st Jan.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
 For Freight or passage, apply to
DAVID SASSOON & Co., LTD.
 Hongkong, 1st January, 1913. AGENTS.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST," Capt. L. MAASS.	17,000	Wednesday, 8th Jan., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GOEBEN," Capt. A. AHLBORN.	17,300	(About Thursday, 9th Jan.)

MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	Saturday, 25th Jan., at 9 a.m.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST.	6,750	Wednesday, 8th Jan., at 11 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.
 For Further Particulars apply to
NORDDEUTSCHER LLOYD,
MELOHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD, BREMEN TO EUROPE BY THE****MAGNIFICENT FAST LINERS.**

STEAMSHIP	DEPARTURE	ON FEBRUARY 4TH.
"GOEBEN"	17,300 tons	
"BREITENBURG"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"BUELOW"	17,250	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HONGKONG TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Teletypes).
 EARLY BOOKING RECOMMENDED.
 For Further Particulars, apply to
MELOHERS & Co., GENERAL AGENTS.
 Hongkong, 17th December, 1912.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG.
 SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
 TOURS arranged to ALL PARTS of the WORLD.
 BAGGAGE collected, forwarded and insured at lowest rates.
 LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
 FOREIGN MONIES exchanged.
 Chief Office:—LUDGATE CIRCUS, LONDON, E.C. 729.

SHIPPING

ARRIVALS.

CAPRI, Italian str., 4,200, A. De Amegaz, 6th January—Singapore 27th December, General—Carlowitz & Co.
 COLENSZ, German str., 1,869, L. Klugkist, 7th January—Sydney 14th December, General—Molchors & Co.
 FOCKSANG, British str., 1,987, T. A. Mitchell, 6th January—Singapore 27th December, General—Jardine, Matheson & Co.
 HAICHING, British str., 1,267, W. C. Passmore, 7th January—Swatow 6th January, General—Douglas, Lapraik & Co.
 HONGKONG, French str., 743, A. Corneille, 6th January—Haiphong 3rd January, Rice and General—A. R. Marly.
 KLEIST, German str., 5,127, L. Maass, 7th January—Yokohama 28th December, General—Molchors & Co.
 LAOMEDON, British str., 4,268, R. D. Owen, 6th January—Singapore 31st December, General—Butterfield & Swire.
 LOONGSANG, British str., 1,097, W. G. G. Leask, 7th January—Manila 4th January, General—Jardine, Matheson & Co.
 PAKHOI, British str., 1,227, G. Gibb, 7th January—Swatow 6th January, General—Butterfield & Swire.
 SAGO MARU, Japanese str., 6,227, K. Asakawa, 7th January—Shanghai 4th January, General—Nippon Yusen Kaisha.
 TELEMACHUS, British str., 4,502, J. H. Goodwin, 7th January—Singapore 30th December, General—Butterfield & Swire.
 TOUSET, Chinese str., 981, A. P. Markinson, 7th January—Fookchow 5th January, General—Mitsui Bussan Kaisha.
 VORWARTS, Austrian str., 3,727, R. Dannecker, 6th January—Singapore 28th December, General—Sander, Wiedler & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

ANGKUT, British str., for Swatow.
 DAISY MARU, Japanese str., for Yokohama.
 LAOMEDON, British str., for Yokohama.
 KAMHONG, British str., for Saigon.
 KLEIST, German str., for Hamburg.
 LIENSHING, British str., for Shanghai.
 SAMSON, British str., for Port Arthur.
 SINGAPORE, British str., for Cebu.
 SINGAPORE, British str., for Rangoon.
 SINGAPORE, British str., for Haiphong.
 SINGAPORE, British str., for Swatow.
 SINGAPORE, British str., for Saigon.

DEPARTURES.

DEPARTURE, British str., for Spore.
 HUCHING, British str., for Fookchow.
 HANGSANG, British str., for Canton.
 KANGSANG, British str., for Yokohama.
 KAMHONG, British str., for Bombay.
 KANGSANG, British str., for Canton.
 PANAMA MARU, Japanese str., for Yama.
 RUST, American str., for Manila.
 SUMATRA, British str., for London.
 TAIHUNG, Chinese str., for Shanghai.
 TENG, British str., for Manila.
 WOSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. *Fookchow* reports: Strong monsoon and high seas.
 The British str. *Laomodon* reports: Strong monsoon and high seas.
 The Italian str. *Capri* reports: Strong monsoon with heavy sea.
 The British str. *Laomodon* reports: Strong monsoon and high seas.
 The French str. *Haiphong* reports: Fresh breeze, N.N.E., rough sea and overcast.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Tengo Maru* arrived at Yokohama from Honolulu on the 30th December, and may be expected here on the 9th January.
 The P.M. str. *Korea*, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th December.
 THE AUSTRALIAN MAIL.
 The E. & A. str. *Eastern* from Sydney, etc., left Port Darwin on the 29th December for Manila and this port.
 THE GERMAN MAIL.
 The I.G.M. str. *Geben*, carrying the German mails with dates from Berlin of the 11th December, left Singapore on the 5th January, at 8 a.m., and may be expected here on or about 9th January, at 6 p.m.
 MERCHANT STEAMERS.
 The H.A.L. str. *Brasilin* left Shanghai on the 5th January, a.m., and may be expected here on or about 8th January, a.m.
 The str. *Dunedin* sailed from Singapore on the 4th January, and is therefore due here on or about 10th January.
 The T.K.K. str. *Kyo Maru* arrives at Yokohama from Honolulu on the 2nd January, and is due in Hongkong on the 18th January.
 The T.K.K. str. *Shinyo Maru* leaves San Francisco for Hongkong on the 4th January, and is due here on the 31st January.
 The str. *Glenroy* passed the Suez Canal on the 20th December, for Hongkong via Straits.
 The str. *Glenroy* passed the Suez Canal on the 27th December, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Laosang, from Singapore, is due in Hongkong 12th January.
 SHIRE LINE, LIMITED.
Carpathian, from London, is due in Hongkong 13th January.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	To-day, at 10 a.m.
LONDON & ANTWERP via SINGAPORE, &c.	INDIA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 18th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM, BREMEN & HAMBURG &c.	FUERST BUELOW	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	SANBIA	Ger. str.	k. w.	Buch	HAMBURG-AMERICA LINE	On 14th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	ARMENIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 27th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	AMTAMAR	Ger. str.	k. w.	Laening	HAMBURG-AMERICA LINE	On 3rd Feb.
ROTTERDAM, BREMEN & HAMBURG &c.	GOLDENBERG	Ger. str.	k. w.	B. Kon.	HAMBURG-AMERICA LINE	On 15th inst., at Dlight.
ROTTERDAM, BREMEN & HAMBURG &c.	SADO MARU	Jan. str.	—	Diedrichsen	HAMBURG-AMERICA LINE	On 8th Feb.
ROTTERDAM, BREMEN & HAMBURG &c.	ORTERIO	Brit. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	SEATTLE MARU	Jan. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	MEXICO MARU	Jan. str.	—	T. Sato	OSAKA SHOSHEN KAISHA	On 23rd inst., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	KLEIST	Ger. str.	—	N. Kobayashi	SANDER, WILHELM & CO.	On 5th Feb., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	KOKUBER	Aus. str.	—	L. Maass	MEICHERS & CO.	To-day, at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	VORWARTS	Aus. str.	—	—	SANDER, WILHELM & CO.	On 19th inst., at 5 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	SWAZI	Am. str.	—	—	SANDER, WILHELM & CO.	About 1st Feb.
ROTTERDAM, BREMEN & HAMBURG &c.	LOVAT	Brit. str.	—	—	DODWELL & CO., LTD.	On 13th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	About 28th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 11th inst., at 7 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YANCOUVER via SHANGHAI, JAPAN, &c.	Am. str.	—	—	PACIFIC MAIL S.S. CO.	To-morrow, at 1 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Am. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 11th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 28th inst., at 1 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	COPENHAGEN & BALTIC PORTS.	Swed. str.	—	T. Sekine	ARTHUR NIELSEN & CO.	On 15th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	AUSTRALIAN PORTS via MANILA	Ger. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	AUSTRALIAN PORTS via MANILA	Ger. str.	—	—	MEICHERS & CO.	On 15th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	CAPEPORTS via MAURITIUS	Brit. str.	—	Tullock	GIBB, LIVINGSTON & CO.	On 1st Feb., at 11 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA, PERUVIAN & CHILEAN via JAPAN	Jan. str.	—	—	THE BANK LINE LIMITED	On 14th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Brit. str.	—	H. W. Tallent	JARDINE, MATHESON & CO., LD.	On 1st Feb., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Aus. str.	—	—	SANDER, WILHELM & CO.	On 14th inst., at Dlight.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Ger. str.	—	L. Klugkist	MEICHERS & CO.	To-day, at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 16th inst., at 11 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	P. & O. S. N. Co.	About 9th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	MEICHERS & CO.	On 10th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at 6 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	MEICHERS & CO.	About 14th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	P. & O. S. N. Co.	About 16th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DAVID SABSON & CO., LTD.	On 17th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	SANDER, WILHELM & CO.	On 29th inst., at Dlight.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 3 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 12th inst., at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	On 14th inst., at Dlight.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	On 17th inst., at Dlight.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	On 14th inst., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	On 18th inst., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DOUGLAS LAFRAIK & CO.	On 16th inst., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	CARLOWITZ & CO.	On 10th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	DAVID SABSON & CO., LTD.	To-day, at 3 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	On 11th inst., at 2 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 10 a.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	On 11th inst., at 4 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	On 11th inst., at 4 p.m.
ROTTERDAM, BREMEN & HAMBURG &c.	YOKOHAMA & KOBE via SHANGHAI	Jan. str.	—	—	MEICHERS & CO.	On 15th inst., at 9 a.m.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "OKARA," 5,291 tons gross, Captain E. B. Hirst, will be despatched for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on 14th Jan., 1913, at Noon, and will be followed by the S.S. "UPADA," 5,257 tons gross, Capt. Logan, sailing hence on or about the 20th Jan., 1913, at Noon, taking Cargo at Current Rates.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain H. W. Tallent, will be despatched for YOKOHAMA and KOBE on the 14th Jan., at Dlight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 7th January, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR SHANGHAI, KOBE & YOKOHAMA "CARMARTHENSHIRE" About 14th Jan.
 LONDON, ROTTERDAM & ANTWERP "MONMOUTHSHIRE" About 18th Jan.
 LONDON & ANTWERP "PEMBROKESHIRE" About 4th Feb.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 1st January, 1913.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE & MOJI "FOOKSANG" Thursday, 9th Jan., Noon.
 SHANGHAI, KOBE & MOJI "HANGSANG" Thursday, 9th Jan., Noon.
 SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 11th Jan., 2 p.m.
 MANILA "LOONGSANG" Saturday, 11th Jan., 2 p.m.
 CELEBES "ONSANG" Saturday, 11th Jan., 2 p.m.
 RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "HANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze, Port, Chefoo, Tientsin, Dalny, Weishaiwei, Tsingtau and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 8th January, 1913.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
 THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong. "EMPRESS OF INDIA" Sat., 11th Jan.
 "EMPRESS OF JAPAN" Sat., 8th Feb.
 "MONTEAGLE" Sat., 8th Mar.

FOR LIVERPOOL.

From St. John. "EMPRESS OF IRELAND" Fri., 7th Feb.
 "EMPRESS OF IRELAND" Fri., 7th Mar.
 "EMPRESS OF IRELAND" Fri., 4th Apr.
 From Quebec. "EMPRESS OF IRELAND" Fri., 2nd May

Steamships leave HONGKONG at 7 a.m.
 THE direct route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B. with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship) "Monteagle" £43 " £45.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent & China, Corner Pedder Street and Prava opposite Blake Pier.

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